

Medical practices get their own criteria

SEVERAL long-standing medical practices not recognised in current legislation have been provided for in new aviation regulations that recently came into effect. CASR Part 67 sees Designated Aviation Ophthalmologists (DAOs) recognised for the first time, while Designated Aviation Medical Examiners (DAMEs) now have formally specified criteria for appointments and reappointments, including requirements for continuing professional education.

Occupants of specified positions, such as doctors employed by the Defence Department or Royal Flying Doctor Service, are permitted to act as DAMEs or DAOs, with similar provisions made for other practitioners in remote areas on a "one-time" basis.

Provisions are also made for collection of

information on performance of DAMEs and DAOs, and for cancellation of their appointments in specified circumstances.

Medical standards for class 1, 2 and 3 medical certificates are set out more clearly and are more closely aligned with relevant International Civil Aviation Organization provisions.

"Special" medical certificates are abolished and replaced by medical certificates with conditions attached to them, a much simpler process.

Any conditions or restrictions affecting a medical certificate will be specified in full on the medical certificate or in a letter required to be carried with it when exercising licence privileges.

Requirements to notify CASA of changes

in a licence holder's medical condition have also been clarified, and additional time allowed before class 3 medical certificate holders are required to provide such notification.

DAMEs (and DAOs) are required to notify CASA within five days of becoming aware that an applicant or medical certificate holder suffers from an illness or disability that may adversely affect air safety.

Indemnification provisions have been widened for people or organisations reporting to CASA medical certificate holders who have such a condition.

Now that CASR Part 67 has come into effect, electronic lodgement of medical assessments will speed up CASA's processing of medical certificates.

Approach and departure procedures by design

DESIGNERS OF instrument approach and departure procedures will be required to obtain a procedure design certificate or procedure design authorisation under a new rule due to come into effect on 1 October.

In Australia, the major provider of these procedures is Airservices Australia, and although it is anticipated that this will continue, CASR Part 173 – Instrument Flight Procedure Design, will allow for other players to enter the industry and provide the service.

People who design less complex procedures, such as helicopter approaches to offshore oilrigs, will be able to do so under a procedure design authorisation, which is less stringent than a procedure design certificate.

The Part will also affect pilots, air traffic controllers and company operations staff as the design standards for all instrument flight procedures are contained in a CASR Part 173

manual of standards (MOS). Pilots calculating a lowest safe altitude must do so in accordance with design standards in the MOS. Because the procedures for calculation of LSALT that are published in the AIP reflect those standards, in most cases pilots will not need to refer directly to Part 173.

New arrangements for the design and authorisation of GPS helicopter approaches associated with helicopter landing sites are also included. Unlike approach procedures to aerodromes, helicopter "point-in-space" approaches are limited to operators who have special procedures associated with each approach included in their operations manual.

These approach procedures referred to as "specialised helicopter operations" are not published in AIP/DAP and are issued directly to operators. CASA will maintain a

register of approach procedures and operators.

Designers of instrument flight procedures who currently act as delegates of CASA will have one year from the commencement date of 1 October 2003 to apply for a procedure design certificate.



Pilots win better access to synthetic training devices

PILOTS training in Australia will be able to use a wider range of training aids, including aircraft-specific flight training devices, under a new aviation regulation to be gazetted shortly. CASR Part 60 – Synthetic Training Devices will prescribe the rules for the manufacture, supply and use of synthetic training devices, synthetic trainers, flight training devices and flight simulators.

The Part is being introduced in two stages. The first stage will be in effect soon and addresses flight simulators and flight training devices typically used by air transport operators for pilot aircraft-type licence

ratings and maintaining operational recency.

Currently in Australia there are 22 flight simulators run by four operators. Two of these operators have begun working with CASA to ease management their transition of existing flight simulator accreditations.

These changes will bring Australia into line with the technical requirements and terminology used by the International Civil Aviation Organization (ICAO), the United States Federal Aviation Administration (FAA) and the Joint Aviation Authorities of Europe (JAA). The changes will also remove the restriction on operation of flight simu-

lators to Air Operator Certificate holders, and will enable current international practices of third-party flight training centres.

There will be recognition of flight simulator qualifications issued by 12 ICAO states. Either FAA or JAA standards will be allowed for helicopter flight simulators and flight training devices.

The second stage of CASR Part 60 will address synthetic training devices typically used for basic pilot licence and instrument rating. Its implementation will occur next year in association with CASR Part 61 (Pilot Licensing).

Comment sought on proposed rules

THERE is just a couple of weeks left for public comment on some proposed new rules. Notices of proposed rule making have been issued for Parts 61, 64, 141 and 142. Public comment on the rules will be accepted until 29 September 2003.

NPRM 0310FS covers ground authorisations. Its rule, CASR Part 64, captures and combines relevant material currently contained in Part 8 of Civil Aviation regulations (CAR) 1988 and Civil Aviation Advisory Publications (CAAP) that relate to requirements for licensing of ground operations personnel.

Affected by this Part will be people who do not hold a pilot's licence but need to operate aircraft radios on the ground (including air ground operators who provide aerodrome information to aircraft), those who taxi aircraft for maintenance, and operators of unmanned aircraft.

Part 64 is designed to consolidate existing rules governing the licensing of ground operations personnel into the CASR format. This means there will be no changes to existing arrangements. However, there will be a new category for operators of unmanned aircraft.

NRPM 0311FS relates to CASR Part 141, a rule prescribing the requirements and standards for issuing flight training operating certificates and general operating rules. It will specify requirements and standards for flight training, including those relating to training facilities, aircraft procedures, standards and manuals and personnel and safety operations.

Those affected by Part 141 include current and future flying training organisations, current and future flying instructors and pilot examiners and individuals undertaking flying training for issue of licence, rating or other flight crew authorisations.

NPRM 0312FS covers training and checking operators. CASR Part 142 will set the requirements for approval as a training and checking operator, for issuing contract training and checking operating certificates and the general operating rules applicable to the holder of the operating certificate.

It is proposed that Part 142 operators will not provide flying training for pilot licences and ratings, except to the extent required by the training and checking function, which would include aircraft type and class ratings and aircraft design feature authorisations.

Part 142 affects: air transport and aerial

work aircraft operators; training organisations; all current and potential pilot and flight crew members; current AOC holders with training and checking organisations; and organisations wishing to be providers for flight and ground training and checking of pilots under contract to Part 121 or Part 133 Air Operator Certificate (AOC) holders.

Operators approved under this Part will be permitted to perform the training and checking functions on behalf of other AOC and Operating Certificate holders. This includes both flight training and synthetic flight training, such as flight simulators.

NPRM 0309FS covers CASR Part 61, which will prescribe the requirements and standards for the issue of flight crew licences, ratings and other authorisations, including those issued to pilots and flight engineers. It will also include the privileges, limitations and conditions on such authorisations, and include rules for the logging of flight time.

Part 61 affects: aspiring and existing flight crew licence holders in the Australian aviation industry; people seeking to convert from an overseas pilot licence to the Australian equivalent; training organisations and personnel; and aircraft operators employing flight crew

To obtain a copy of the proposed rules or respond to the NPRMs, visit the CASA website at www.casa.gov.au/avreg/newrules/index.htm or phone 1800 687 342.



PHOTO: ROB FOX

Changes to charter ops

DRAFT RULES on the operation of small commercial aircraft have been issued by Australia's aviation regulator. A key change under the proposed new rules is the introduction of comprehensive pilot training and checking requirements for all small aircraft charter operations. The planned changes are included in a new notice of proposed rule making covering charter and regular public transport flights carrying fare paying passengers in aircraft with a maximum takeoff weight not exceeding 5,700kg.

A new air transport classification will be created to include both charter and regular public transport flights, introducing a single safety standard for commercial passenger operations in small aircraft. Proposed changes include increased supervision for less-experienced pilots, single-engine turbine powered aircraft allowed to carry up to 14 passengers with a single pilot, standard passenger weights for aircraft carrying more than six passengers, more flexible aeroplane performance requirements and more comprehensive fuel provisions.

The Part 121B NPRM is open for industry comment until 30 September 2003.

For more details, see: www.casa.gov.au/avreg/newrules/casr/121b.htm#docs

Testing procedures

INSTRUMENTS of delegation will be issued to individuals by name and not to a position in a company following changes to procedures for CASA-approved testing officers that came into effect in September.

The criteria for entry have not changed, and there are no changes to approved testing officer instruments, but CASA's Regulatory Services branch has put more rigour into the documentation process.

The candidate form will now include the terms of appointment, outlining expectations required of both CASA and industry-approved testing officers. It will ask for significant, detailed information about the assessment process.

This will include a comprehensive list of the powers that are considered appropriate for, and within the scope of, the individual applicant.

A mentoring process has also been introduced. Experienced approved testing officers may qualify for approved testing officer mentor status after assessment by CASA.

For more information, contact the CASA service centre on 136 773 or email regservices@casa.gov.au